Contents

Los Altos Hills Circulation & Scenic Roadways Element

Introduction

Los Altos Hills, a rural residential community, takes pride in its narrow, winding roadways which maintain and enhance the scenic qualities of the Town while providing access to and from residential neighborhoods. The broad rights-of-way allow residents to walk, ride or run along the roads or along road-side paths, which often are connected to off-road paths between neighborhoods.

The roadways of Los Altos Hills were initially intended only to filter automobiles down out of the hills and into the valley where people work and shop. The construction of I-280 through Town, however, has resulted in added pressure on these local roads, and commercial and industrial development in Palo Alto and on Stanford lands has added pressure for through traffic as well. Because the roadway system and land in the Town is substantially built out, such traffic increases are likely to impact the Town's existing residents.

The primary purpose of this element is to reinforce and maintain the rural residential nature of the circulation system. The Town's prior Circulation Element was adopted in 1975. In June 1997, the City Council established as a high priority the completion of an updated Circulation Element that would also incorporate the Town's Scenic Roadways Element, and closely relate to the Town's adopted Pathways Element.

What is a Circulation & Scenic Roadway Element?

Figure C-1 *Regional Location Map.*

California Government Code Section 65300 requires every city and county to draw up and adopt "a comprehensive, long-term general plan for the physical development" of the community. The Town's Circulation Element is one of seven mandatory General Plan Elements. California Government Code Section 65302 (b) specifies that all General Plans shall include a circulation plan intended to designate the "location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities."

Existing Conditions

The Town is generally dependent on other parts of the San Francisco Bay Region for a variety of commercial, cultural and recreational facilities. Employment opportunities are similarly scattered throughout the region within the commute distance of the working residents of the community. The primary mode of transportation between Los Altos Hills and other parts of the Peninsula and Bay Area is the automobile. Feeder systems to the Bay Area's overall mass transit network provide only limited service to Los Altos Hills.

Los Altos Hills is a residential community with virtually no commercial development. Los Altos Hills is almost fully developed, with few areas available for new homes or subdivisions. The Town contains several public and private schools, including Foothill College located just west of Interstate Highway 280 (I-280) at Moody Road, and churches along with typical support services such as Town Hall, police and fire facilities. Figure C-2 depicts some of the few non-residential destinations within and adjacent to Los Altos Hills.

Town roads are typically narrow and winding, reflecting the many constraints imposed by moderately steep terrain, significant natural vegetation, and several creeks and their tributary drainage channels. I-280 carries the highest levels of traffic in the community and is primarily an inter-city freeway that is also used for intra-community trips. Traffic flows well on this facility during most periods, with some congestion experienced during morning and evening commute hours. The bulk of the Town's traffic is generated at the local residential road level (half of which is privately owned and maintained) and then flows to the arterials that connect to the freeway and the adjacent expressways. Expressways that serve the community are the Page Mill and Foothill Expressways. Most of the transportation facilities within the Town operate at relatively good service levels, except for some congestion experienced during the morning and evening commute periods along Page Mill Expressway, Arastradero Road, El Monte Road and I-280.

Circulation in Los Altos Hills
The Town's Goal

The Town's goal is to maintain our quiet residential roads:

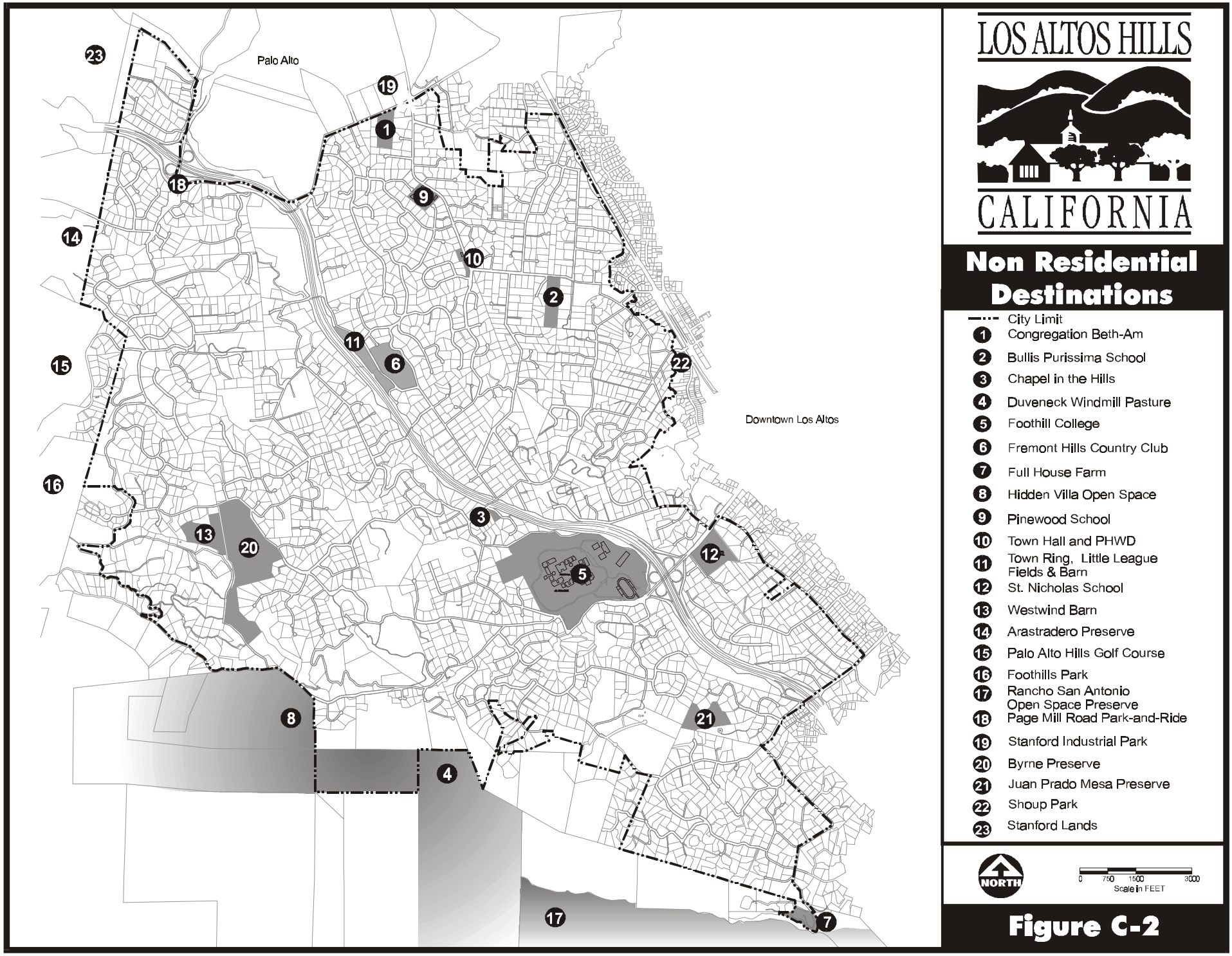
- In good repair;
- In a visually pleasing manner;
- In a safe condition;
- To discourage through-traffic; and
- To assume responsibility for private roads only when they have met Town standards.

The circulation system should be compatible with the rural nature of the community – a system that makes the community relatively impermeable to motor vehicles and open and safe to those on foot, bicycle and horseback.

General Objectives

The following basic objectives were used to guide citizens and decision-makers when considering this circulation element. It was understood that the Town should:

- ✗ Develop roadway classifications, and levels of service for each classification, appropriate to the rural and winding nature of Town roads. These classifications should be developed with an understanding of the origin, destination and mode of transportation of the user, reflecting the residential character of streets in Los Altos Hills.


LOS ALTOS HILLS
CALIFORNIA
Non Residential Destinations
City Limit
1 Congregation Beth-Am
2 Bullis Purissima School
3 Chapel in the Hills
4 Duveneck Windmill Pasture
5 Foothill College
6 Fremont Hills Country Club
7 Full House Farm
8 Hidden Villa Open Space
9 Pinewood School
10 Town Hall and PHWD
11 Town Ring, Little League Fields & Barn
12 St. Nicholas School
13 Westwind Barn
14 Arastradero Preserve
15 Palo Alto Hills Golf Course
16 Foothills Park
17 Rancho San Antonio Open Space Preserve
18 Page Mill Road Park-and-Ride
19 Stanford Industrial Park
20 Byrne Preserve
21 Juan Prado Mesa Preserve
22 Shoup Park
23 Stanford Lands
Palo Alto
Downtown Los Altos
NORTH
0 750 1500 3000
Scale in FEET
Figure C-2

- ✗ Develop and maintain corridors for travel through Town in which the user can enjoy and view the natural environment and open spaces that provide a buffer from adjacent land uses. These corridors should include pathways proposed or existing in the Pathways Element.
- ✗ Work with surrounding communities and agencies to improve access to the regional transportation system with minimal impacts on the Town's local roadways.

Roadway Classifications

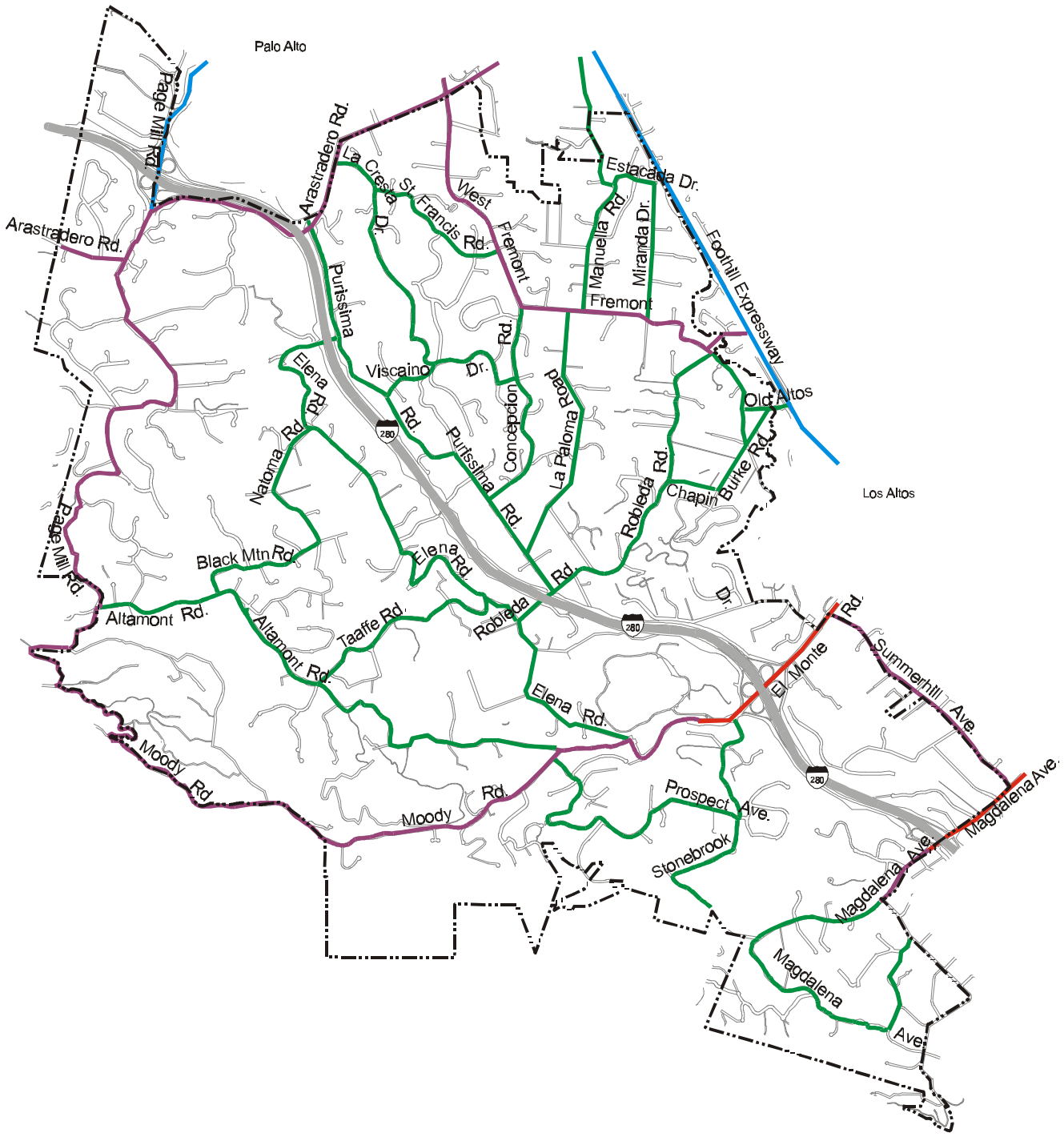
Four basic types (classifications) of roadways are defined within the Town: Local (Residential) Roads, Neighborhood Connector Roads, Collector Roads, and Arterial or "Main" Roads. In addition, there are emergency roads that provide secondary emergency access to and from residential areas. The following text discusses these roadway types. Roadway classifications are shown on Figure C-3. While most roadways are small and rural, the Town will continue to require wide rights-of-way in order to avoid large cuts and fill, maintain vegetation and accommodate paths, drainage, and utilities.

Local Roads. Local Roads serve as access to a limited number of residential uses. These roads include the many cul-de-sacs throughout the Town. Local roads would be expected to carry volumes on the order of less than 1,000 ADT (average daily trips).

Neighborhood Connector Roads. Neighborhood Connector Roads are a new classification. The Town has several roadways that were previously designated as either major or minor collector roads that are more appropriately classified as Neighborhood Connector Roads. Akin to collector roads, Neighborhood Connector Roads connect adjacent land uses and generally connect one neighborhood area with another, and in some cases connect to arterials. Neighborhood Connector Roads would be expected to carry volumes on the order of 1,000 ADT to 5,000 ADT.

Taaffe Road is an example of a Neighborhood Connector Road. It connects the Taaffe Road/Altamont Road neighborhood with the Taaffe Road/Elena Road neighborhood. Other examples include Natoma Road, Altamont Road, Prospect Avenue and Stonebrook Drive. Some of these roads, such as the north end of Elena and the south end of Robleda, take on added significance, however, where they cross under I-280 to also connect the two sides of Town.

Collector Roads. The function of collector roadways is to collect traffic from local and neighborhood connector roads serving neighborhoods to roadways of higher classifications. Within the Town, collector roads are intended to connect adjacent land uses to the limited arterial roadway system. Collector Roads are also designed with limited driveway access, to provide principal connections from residential areas to arterials or expressways.



LOS ALTOS HILLS CALIFORNIA

Roadway Classifications

- Local
- Neighborhood Connectors
- Collectors
- Arterials
- Expressway
- Freeway
- City Limit

NORTH

0 750 1500 3000
Scale in FEET

Figure C-3

These roadways would be expected to carry volumes on the order of 5,000 ADT to 10,000 ADT. The main collector roads in the Town are:

- Arastradero Road
- Page Mill Road-Moody Road
- Fremont Road

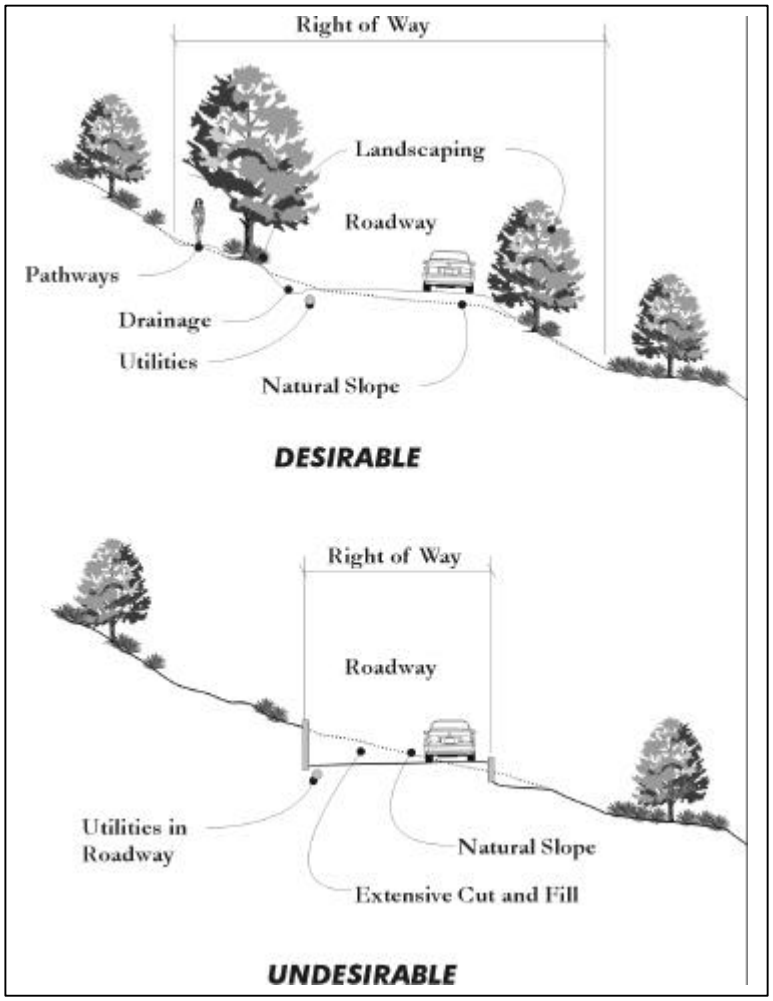
Arterials. This classification is defined as a trafficway for inter-community and local traffic, providing connections to freeways and expressways. Current design guidelines for arterials stipulate that access to abutting properties be limited to the greatest extent feasible, with signals at major intersections, stop-signs on side streets and parking generally prohibited. Volumes on these roadways would be expected in the 10,000 ADT to 15,000 ADT range for two-lane roads and 15,000 ADT to 35,000 ADT for four-lane roads.

Very few true arterials exist in Los Altos Hills, as most of the Town's roadways provide access to abutting residential land uses. The following roadways are included in the Arterial designation:

- El Monte Road
- Magdalena Avenue (east of I-280)

Freeways & Expressways. Regional transportation facilities that provide inter-community access to Los Altos Hills include the I-280 freeway and the Page Mill & Foothill Expressways. The latter two are generally located along the periphery of the Town and are primarily external to the Town's roadway system.

Emergency Roads. Emergency roads connect local roads to provide secondary emergency access to residential areas. These roadways are typically closed to through traffic and are designed to be used by vehicular traffic only in the case of emergency. These roadways may also serve as off-road path connections for non-motorized travel (bikes, pedestrians, equestrians, etc.) where appropriate easements are provided.



Rights-of-Way. *The right-of-way is the area that includes the roadway and the paved area for driving, as well as other related uses such as utilities, pathways, drainage channels and roadside vegetation. Objectives stated below will assist the Town in keeping roadways as natural as possible. Note how the wider right-of-way allows for greater flexibility in the design of the road and increased opportunities to preserve or provide vegetation as well as reducing the amount of cutting and filling that would be required. The Town has attempted to maintain 60-foot rights-of-way for most of its roads.*

Goal C-1

Los Altos Hills enjoys its quiet rural roadways. The Town wishes to preserve their current character, and desires to maintain their level of service without increasing their capacity.

Objectives

The policies and implementation measures should result in:

- ✗ Adequate space in public right-of-ways to accommodate rural roadways, pathways, utilities, drainage, and vegetative buffers.
- ✗ Through traffic that remains on non-residential thoroughfares—freeways, expressways, and arterials—to the maximum extent possible.
- ✗ Cost-effective maintenance of the roadway network.

Policies

- Collectors, neighborhood connectors and local roads shall not be designed or improved to an extent that would encourage through traffic.
- Cul-de-sacs and loop-type roads shall be encouraged as a means of reducing traffic.
- Levels of service (LOS) for all roadways in Los Altos Hills shall be consistent with the Town Goal and no less than LOS B, except for LOS C at arterials and expressways.
- The intensity of existing or proposed land uses shall not provide justification for widening roadway pavement widths.
- New or expanding development that will impact a road, whether private or public, should be required to improve the roadway surface and width to provide for adequate emergency access, and shall repair damage caused by construction.
- Roadways shall be maintained in a priority order based on traffic levels and cost effectiveness while preventing long-term deterioration.
- Roadway maintenance should not interfere with pathways or drainage.

Implementation Measures

- ✓ Translate levels of service and roadway classifications into CEQA thresholds for use in environmental review.
- ✓ Develop right of way standards to generally accommodate roadway pavement, drainage, vegetative screening, utilities, slopes, and pathways, and to avoid excessive cuts or fills. A general guide for width would be 60 feet, although this will vary depending on conditions. Additional easements for slope or line of sight may be required.
- ✓ Identify existing and desirable emergency access connections.
- ✓ Develop a roadway maintenance program and schedule, based on an ongoing Pavement Management Program, and implemented through the Town's annual Capital Improvement Program budget.

Private Roadways

The Town of Los Altos Hills' road system is unique in that approximately fifty percent of the Town's roads are privately owned and maintained. According to the California Street and Highways Code §1806:

"No city shall be held liable for failure to maintain any road until it has been accepted into the city street system… [The] city may, by ordinance, designate a city officer to accept, on behalf of the governing body, streets or roads or portions thereof, into the city street system and to record

conveyances to the city of real property interests for street and road uses and purposes. The designee shall, prior to recording any conveyance under this section, affix a certificate to the instrument stating the acceptance into the city street system and designating the name or number, or both, of the city street or road."

The Town's current process for roadway dedication/acceptance is not documented in an ordinance. The Town adopted a policy in 1997 that details a process for acceptance of private roadways which identifies the role of the Town and responsibility of private road owners. Inherent in the policy is the potential public cost of accepting and maintaining streets as public.

Goal C-2

Many of the Town's roadways are privately owned and vary in their level of maintenance. The Town encourages consistent roadway maintenance and quality throughout the Town.

Objectives

The policies and implementation measures should result in:

- ✗ The dedication of private roadways to public ownership when requested by affected property owners, when they have been upgraded to current Town standards and where all necessary dedications have been offered by adjacent property owners.
- ✗ For every private road not intended to be dedicated to public ownership the formation of maintenance agreements between property owners responsible for monitoring and maintaining their respective private roadways.

Policies

- Dedication will be considered only when the road is maintained and, if necessary, improved to a level acceptable to the Town.
- The Town may provide limited resources to assist with the acceptance and improvement of "through" private roads to public road standards.
- New private roads shall not be permitted.
- Private, gated roadways shall be prohibited.

Implementation Measures

- ✓ Specific requirements for private roadways to be dedicated to public maintenance shall be developed and incorporated into the Town's municipal code.
- ✓ A sample road maintenance agreement shall be prepared and provided to interested residents on private roads.

✓ The Town shall investigate the status of Town roadways to resolve ambiguities as to which are public and which are private.

Driveways

The design of driveways is important for safety and aesthetic reasons. Because most development in Los Altos Hills is on steep terrain, driveways tend to be long and driveway intersections with roadways are more critical than in more urban settings.

Goal C-3

Driveways should be compatible with the natural terrain, with minimal impact on grades and vegetation and should be designed for safe access to and from the individual parcels.

Objectives

The policies and implementation measures should result in:

✗ Minimal cut and fill from grading of driveways.

✗ Minimal impact to native and existing vegetation.

✗ Safe and adequate ingress and egress to the private parcel.

Policies

- Driveways shall be of a minimum width in order to accommodate emergency vehicles.
- Driveways shall not exceed a maximum grade in order to allow for safe travel, including the access of emergency vehicles.
- Driveway design shall allow for adequate and safe development of pathways near roads. This will include a roughened surface at pathway crossings to allow safe equestrian use.
- Driveways shall have adequate sight distance to allow for safe entry onto the roadway.
- Driveway design shall be required to minimize cut and fill and impacts on vegetation, consistent with providing for safe access.
- Driveways should be designed with adequate drainage.
- Driveways should be located to provide for landscaping between properties, to protect privacy, and to maintain a safe distance between adjacent driveways.
- Street addresses should be based on the street where the driveway access is located.

Implementation Measures

✓ Driveway standards shall be incorporated into the Town's Site Development and Subdivision codes.

- ✓ The Town shall work with the Fire Department to assure that minimum widths required and maximum grades allowed may be accommodated with limited impact on the natural terrain and vegetation.

Traffic Safety

Neighborhood traffic management includes coordinated enforcement and land use planning efforts as well as what is often referred to as "traffic calming." It is noted that most of the Town's roadway miles are narrow, hilly and winding, all of which tend to keep speeds low. Traffic calming strategies are often implemented in residential areas to solve one of two problems: excessive traffic speeds or excessive traffic volumes. Residential streets should accommodate local traffic in a safe and efficient manner with due regard to surrounding land uses. Excessive traffic speed and volume on residential streets leads to local increases in noise and air pollution, perceived and real hazards to children and other pedestrians, and difficulties in exiting driveways. These issues can frequently be addressed by neighborhood traffic management techniques.

Jurisdictions throughout the state are currently using a variety of measures to address excessive traffic speeds or excessive traffic volumes on residential streets. State law limits the Town's ability to increase or decrease speed limits within its boundaries. Therefore, other means must be used to slow traffic.

Roadway safety may require certain improvements to specific segments of roadways and intersections, particularly those that are prone to accidents. These locations tend to occur in Los Altos Hills mostly at or near access ramps to and from I-280.

Goal C-4

To provide safe roadways for all travelers.

Objectives

The policies and implementation measures should result in:

- ✗ All roads carefully located and designed to provide maximum safety for all active users of the roads --- cars, bicyclists, joggers, walkers, and equestrians.
- ✗ A separation of pathways from roads and roughening of driveways surfaces where crossing pathways.
- ✗ Only minimal through traffic using local streets.
- ✗ A minimal number of vehicles parked on roadways.

Policies

- ☙ The Town shall explore the need to upgrade or enhance intersection control (for example, signalization, stop signs) at existing controlled intersections, to allow residents improved access to through roads.

- Development of new homes, churches, schools and other land uses, shall include adequate provision for parking to reduce the number of vehicles parked on Town roadways.
- Town standards shall be developed for narrow roadway widths on new or reconstructed residential streets.
- Pedestrian and equestrian travel shall be separated from roadways by at least five feet where practical.
- Town roadway design standards shall emphasize rolled curbs or no curbs to provide a safer roadway edge for bicycling.

Implementation Measures

- ✓ The Town should use the following process to address excessive traffic speeds or traffic volumes or other safety hazards on the Town's residential streets:
  - Verify whether perceived problems are real (quantify speeds and/or volumes);
  - Establish design criteria (right-of-way needs, sight distance and signing requirements, etc.) for the subject roadway;
  - Monitor safety and performance (to determine in field safety of traffic devices); and
  - Identify funding sources (private versus public).
- ✓ Where a traffic safety problem is identified, the Town should investigate the appropriate use of traffic-calming mechanisms, which might include as examples: speed bumps, narrowed pavement, entry treatments at neighborhood access points, traffic circles or roundabouts, and/or enhanced signage and enforcement. Residents and road users should be consulted prior to initiating any of these measures.
- ✓ Assure pathway separation in site development and subdivision review.
- ✓ The Town should request that CalTrans evaluate measures to address safety concerns on El Monte and Magdalena Avenue near the ramps at I-280.

Scenic Roadway Design

The Town's roads are an important part of its rural and scenic environment. They contribute to the character of the community, providing scenic corridors for travel through Town for residents and visitors. With the rugged and often steep natural terrain of the Los Altos Hills landscape, all roads within the community have scenic qualities. The following objectives and policies apply to every roadway in Town.

Goal C-5

The roadways of Los Altos Hills are scenic and rural. The design and maintenance of the roadways should preserve these qualities.

Objectives

The policies and implementation measures should result in:

✗ The preservation of the Town's scenic beauty as seen by motorist, equestrian, pedestrian, jogger, bicyclist and the resident whose home is near the road.

✗ A comprehensive pathways system developed as set forth in the Pathways Element of the general plan.

✗ Carefully located and designed roads that preserve the beauty and natural character of the area. Particular care should be given to retaining trees and other vegetative cover, especially native vegetation and heritage trees. Vegetation should not impair roadway safety.

✗ Spacious rights of ways wide enough so that trees and shrubs can provide a substantial buffer between the roadway and paths and between the paths and adjacent properties. The resulting corridor should be pleasing and safe for both vehicular and non-vehicular travel.

✗ Plantings that screen views of developed land uses, such as swimming pools, tennis courts and parking areas, from roadways.

Policies

- The Town shall discourage the widening of any surface roads except where critical for safety purposes.
- The construction of sound walls is generally prohibited along the Interstate 280 corridor, but may be considered in conjunction with future noise mitigation studies.
- Mature street trees shall be preserved if practicable when pathways or other improvements are added to streets.
- New streetlights shall be generally prohibited to avoid light spillover and nuisance to residents.
- The Town shall request conservation easements where necessary to ensure the preservation of scenic areas and native vegetation immediately adjacent to roads and to preserve creeks.
- All roadway cut and fill scars shall be reduced to a minimum for any road improvement.

- New development shall be required to provide landscape screening for all land development, including street trees in or adjacent to the right of way.
- Off-site directional signs shall be prohibited in the right-of-way, except for single, short-term events.
- The Town should orient and locate street signs in a manner that does not create a cluttered look. This should not be at the expense of safety.

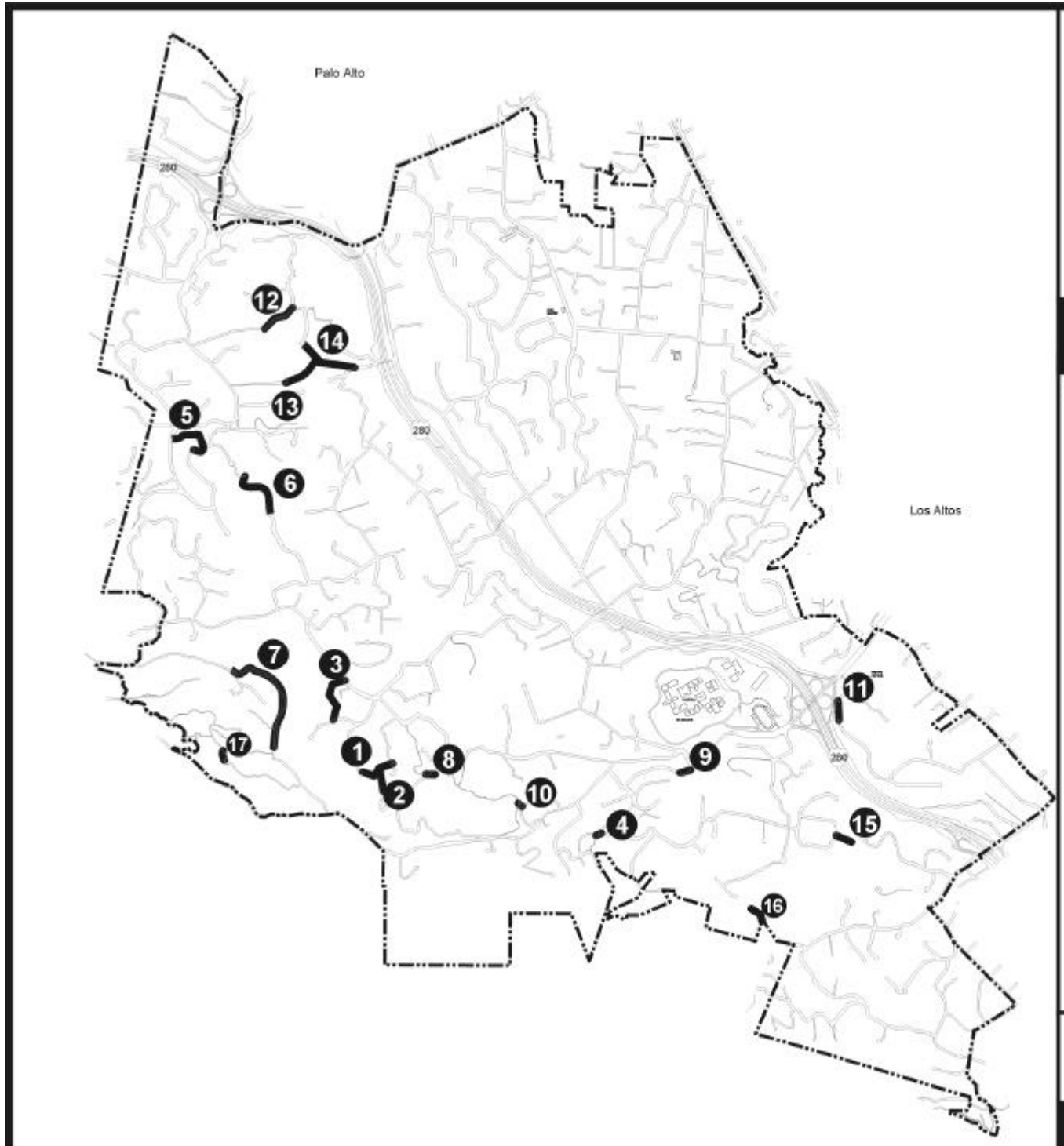
Implementation Measures

- ✓ Institute a program to maintain and enhance native vegetation along roadsides, consistent with the need to maintain road edges and pathway clearances.
- ✓ Impose design standards that restrict the width of the paved portion to a minimum consistent with safety in order to maintain the rural quality of the roadway.
- ✓ Convey the Town's policy regarding soundwalls to Caltrans.
- ✓ Amend the site development and subdivision codes to allow for conservation easements along roadways.
- ✓ Prepare a list of acceptable street trees for planting in the right-of-way and require tree planting as part of new home development or with new subdivisions. Preferred trees should include those which minimize the need for extensive irrigation, which are compatible with adjacent natural areas and which will not, at maturity, damage utilities, pavement surfaces, or pathways.

Emergency Vehicle Access

The need to provide rapid response to emergencies often competes with the desire to maintain narrow rural roadways. Fire and lifesaving vehicles are large and must move quickly to be effective. The roads in Los Altos Hills make this particularly challenging. The winding nature of the through roads and the numerous cul-de-sacs make emergency response difficult. The Town must balance its aesthetic qualities with emergency access requirements. The objectives and policies set forth below attempt to provide that balance.

Emergency roads are designed to provide secondary emergency access to residential areas. These roadways, which are usually one lane in width and improved only to fire standards, are closed to all except emergency traffic, and may allow for foot, equestrian, and bicycle traffic when appropriate easements are provided. They are connections between other roads and are used when the primary access is cut off during an emergency. The connection between Oak Knoll Circle and Dawson Drive is an example of an emergency road. Figure C-4 illustrates the Town's existing network of Emergency Roads, as currently designated by the Town's Safety Committee and Fire Department.



LOS ALTOS HILLS
CALIFORNIA

Emergency Road Connections

- Emergency Rd. Connections
- City Limit

1. Deersprings Wy. to Julietta Ln.
2. Julietta Ln. to Chaparral Wy.
3. Altamont Rd. to Byrne Park Ln.
4. Bassett Ln. to Summit Wood
5. Matadero Creek Ln. to Page Mill Rd.
6. Edgerton Rd. to Country Wy.
7. Central Dr. from Red Rock to Moody Ct.
8. 26030 Altamont Rd. to Chaparral
9. Adobe Ln. to El Monte Rd.
10. Daughters of Charity, Property to Old Snakey Rd.
11. Clausen Ct. to Barley Hill Rd.
12. Saddle Mountain Dr. to Moon Ln.
13. Dead-end of Saddle Mountain Dr. to Lupine
14. Dead-end of Saddle Mountain Dr. To Elena Rd.
15. Dawson Dr. To Oak Knoll Circle
16. Magdalena Ave. to Quarry Hills Subdivision via Stonebrook Ave.
17. Sherlock Rd. to Sherlock Rd.

NORTH

0 500 1000 2000
Scale in FEET

Figure C-4

Goal C-6

Provide for the most efficient use of roadways for emergency vehicles and for emergency access for residents.

Objectives

The policies and implementation measures should result in:

- ✗ Proper roadway designs, street layouts and driveway installation for most efficient use by all emergency vehicles while maintaining basic rural standards.
- ✗ Alternate routes for emergency vehicles to reach potentially "cut off" major neighborhoods. The same alternate routes could be used by residents to leave disaster areas.

Often the best approach to bringing in emergency equipment is to plan ahead. The Fire Department will need to determine in advance which will be the best routes for approaching a given residence.

Policies

- Roadways and driveways shall conform to minimum standards for all types of emergency vehicles, generally as recommended by the Fire Department.
- All roads shall be easily accessible from intersecting roadways and shall have clearly labeled street signs.
- All addresses shall be clearly visible at the street. Street addresses should be based on the street where the driveway access is located.
- Emergency access roads shall be made available for neighborhoods at high risk of being cut off during major disasters.
- Emergency access roads shall, to the greatest extent feasible, be made readily accessible to neighboring residents and pedestrians during major disasters.

Implementation Measures

- ✓ In evaluation of subdivision proposals, consideration shall be given to necessary through connections to adjoining properties. Necessary through connections shall be balanced with minimizing impacts on affected residents. These objectives may sometimes be achieved by providing emergency access roads.
- ✓ Emergency roadway connections shall be developed where distance to through streets is excessive, and/or where a second means of emergency ingress or egress is critical.
- ✓ The Fire Department shall review new development proposals to assure adequate emergency access is provided.

✓ The Town, in conjunction with the Fire Department, shall develop a schedule for maintaining emergency access roads in functional condition.

Drainage & Utilities

The existing drainage system in Los Altos Hills is consistent with the Town's rural character. The Town's approach to drainage has been to utilize natural channels rather than to install pipe drainage systems or to increase creek channel capacities through straightening or widening. Though some drainage channels consist of concrete lining and other man-made material designed to prevent downstream or downhill flooding, most drainage features follow topographical contours that are either kept in their natural state, or are engineered but inconspicuous in nature. This serves to effectively drain water away from adjacent properties while preserving the rural residential character of the Town.

Goal C-7

The Town would like to have drainage and utilities installed in a manner that maintains the rural character of its roadways.

Objectives

The policies and implementation measures should result in:

✗ Drainage design that is generally compatible with rural roadways and developed to complement existing drainage patterns.

✗ Roadways lined with relatively simple drainage structures, or no formal drainage structure at all, avoiding urban-style concrete structures in favor of more natural looking swales.

✗ Roadway drainage that does not cause erosion or degrade natural watercourses.

✗ A drainage system that does not unnecessarily burden the natural waterways with road pollutants and silt.

✗ Minimized flooding and erosion impacts on adjacent private properties.

✗ Utilities placed underground where feasible.

Policies

- Concrete channels and other drainage facilities that accelerate runoff shall be discouraged. Drainage shall not create safety hazards for pedestrians, equestrians, or bicyclists, or damage to adjacent properties.
- Drainage standards shall generally include roads with gravel shoulders, earthen ditches, rocky rivulets, and rolled asphalt curbs.
- Conservation easements should be used to preserve natural waterways and avoid excessive drainage structures.

- Utilities shall be placed underground for all new development.
- Utilities, including utility poles, fire hydrants, and utility meters, shall be placed so as not to impede the use of pathways.

Implementation Measures

- ✓ Prepare and adopt a set of drainage and pavement design requirements for all roadways.
- ✓ Identify problem areas and earmark such areas for storm drain improvements in the Town's annual Capital Improvement Project Budget.

Alternative Transportation Modes

Bus Service

The Santa Clara Valley Transportation Authority provides bus service to Foothill College via lines along El Monte Road. Route 35 - Stanford University-Foothill College - loops between the two campuses and provides access for Town residents to connect to the larger system via its stop at the San Antonio Road Transit Center in Los Altos. Route 52 - Foothill College-Mountain View Depot - also provides access for Town residents to connect to the system and connects to Cal Train at the Mountain View station and to the future Tasman Light Rail Line. Route 88 - Palo Alto Veterans Hospital-Louis & Meadow - extends to the Hillview/Arastradero intersection, providing service to Town residents located near Arastradero Road. The Palo Alto School District provides bus service for elementary and junior high school to Los Altos Hills students within the District boundaries.

Paratransit Service

The Santa Clara Valley Transportation Authority also provides paratransit service to handicapped and senior residents on a door-to-door basis. Many Town residents over age 65 may be eligible to use this transportation mode.

Park-and-Ride Facilities

A park-and-ride lot is located on the southeast corner of the Arastradero Road/I-280 SB Off-Ramp/Page Mill Road intersection. This convenient commuter parking lot allows commuters to share rides to and from work. Observations found that the lot is well used (about 50 percent to 60 percent utilization). Similar lots are not available, however, at the El Monte and Magdalena access points to I-280.

Bicycle & Pedestrian Facilities

The Town's rural setting and low traffic volumes create an environment where walking on the sides of some roadways or road-side paths is enjoyable for many residents. A similar condition exists for bicyclists — although there are no designed bicycle paths, routes or lanes, low traffic volumes create an environment conducive to on-street cycling. The Town's pathway system is extensive and provides for safe and convenient non-

vehicular travel within Town. School children, walkers, runners, horseback riders and bicyclists use this system.

Santa Clara County has designated portions of Arastradero Road, Fremont Road, Purissima Road, Old Page Mill Road and Page Mill Road as bicycle routes through or at the perimeter of the Town (Figure C-5). While signage indicates the designation, bike lanes are not generally provided due to the narrow street widths.

Goal C-8

The Town promotes more efficient use of Town roadways, easements and public lands to accommodate all modes of travel.

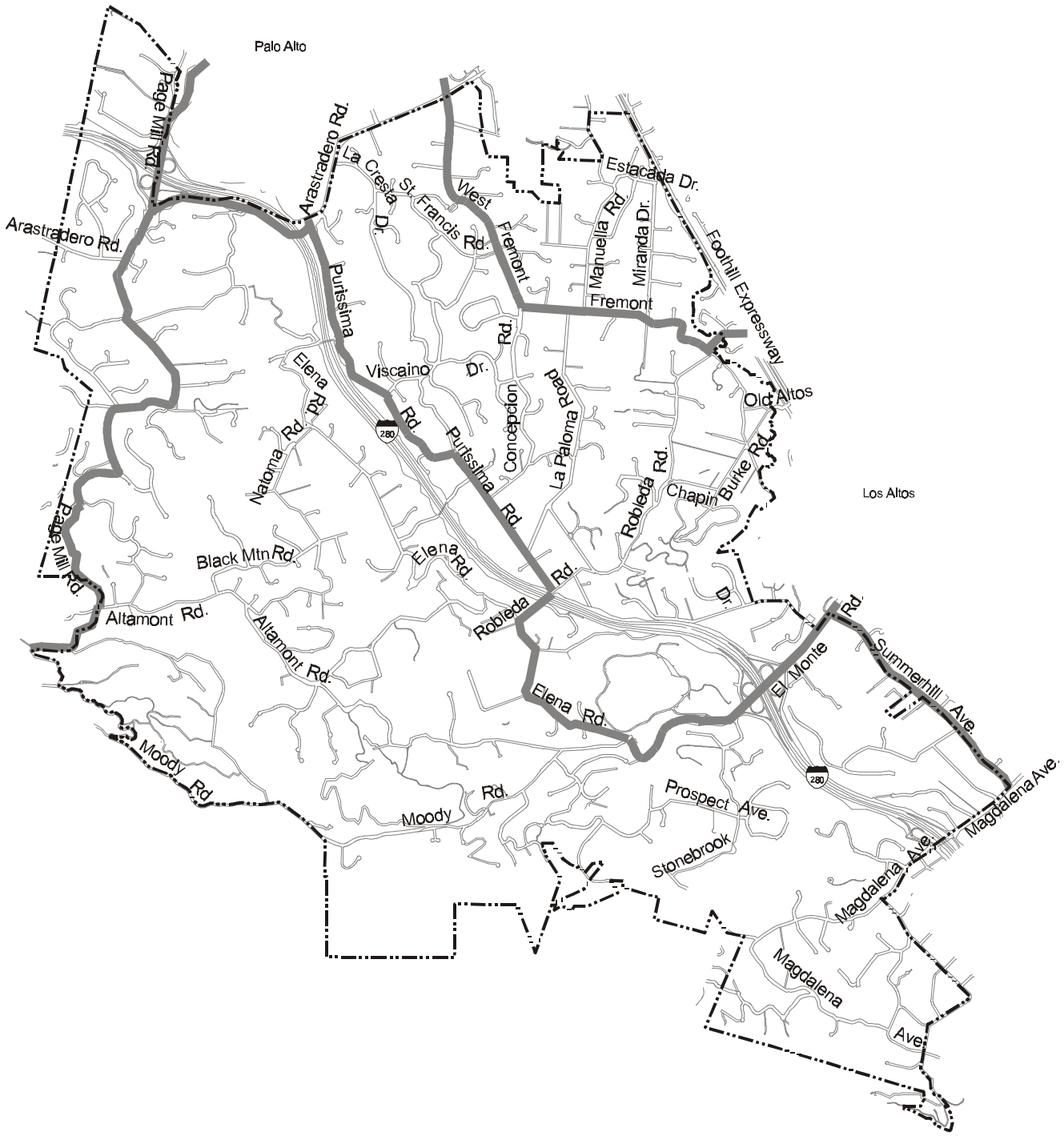
Objectives

The policies and implementation measures should result in:

- A citizenry educated regarding alternative transportation, such as buses and bicycles.
- Greater use of alternative transportation.
- A circulation system that provides better and safer access for pedestrians, equestrians and bicyclists.
- Support for and implementation of the Pathways element.
- Improved bike access for inter-city and intra-city travel.

Policies

- Roads and paths shall be designed primarily for local use.
- The Town shall encourage regional bikeway connections to major roads.
- The Town shall emphasize safe bikeway and path connections to schools.
- Bicycle traffic shall be accommodated by discouraging through traffic and providing adequate road shoulders; bike lanes shall not generally be preferred. The pathway system should provide for off-road bicycle connections between roads where needed and for safe school access.
- The Town shall support efforts to provide mass transit opportunities to residents, particularly for seniors and disabled persons, for school buses and for park-and-ride facilities.



LOS ALTOS HILLS CALIFORNIA

Santa Clara County Bicycle Routes

Local

Santa Clara County Bicycle Routes

City Limit

NORTH

0 750 1500 3000
Scale in FEET

Figure C-5

Implementation Measures

- ✓ Encourage the Valley Transportation Authority to improve bus service to Town residents and to Foothill College without bringing routes into the interior of Town. Bus stops should be provided near the Park-and-Ride lot at Page Mill Road and I-280, and at Magdalena Avenue near I-280.
- ✓ Promote shuttles for special events (for example, at Hidden Villa, private parties, Fremont Hills Country Club).
- ✓ Promote the availability of ParaTransit Services (Valley Transportation Authority) in Town for the physically handicapped and seniors.
- ✓ Evaluate the feasibility of providing a park and ride lot at Foothill College.
- ✓ Provide bicycle support facilities, such as lockers or racks, at Town buildings and open spaces, and recommend that CalTrans provide such facilities at the Page Mill/280 Park-and-Ride lot.
- ✓ Continue to require implementation of the Pathway Element in new development and in capital improvements.
- ✓ Identify and provide bicycle connections where appropriate, and provide signage identifying County bicycle routes.
- ✓ Encourage the school districts to reinstate the use of school buses.
- ✓ Implement roadway design which provides safe transitions for bicyclists at the edge of the paved surface, including minimal use of curbs and obstructions such as mailboxes.

Regional Coordination

Los Altos Hills is connected to surrounding communities primarily via I-280, Page Mill and Foothill Expressways, Arastradero Road, El Monte Road, and Magdalena Avenue. Additional connections to Los Altos are provided across Foothill Expressway from Edith Avenue and Burke Road. Page Mill Road also connects the Town to Route 35 (Skyline Boulevard) on the west.

I-280 and Route 101 carry the bulk of north-south peak hour traffic volume in the northern Santa Clara-San Mateo County region. I-280 carries the highest level of traffic in the Los Altos Hills area. Page Mill Expressway provides access between I-280 and the business park uses in Palo Alto just north of Los Altos. Page Mill Expressway operates at LOS E to F during the morning and evening peak commute periods, resulting in some traffic diverting to Arastradero Road. Foothill Expressway operates at relatively good service levels, except for some congestion at intersections during the peak hour commute periods.

City of Palo Alto/Stanford University

The City of Palo Alto and Stanford University are served regionally by I-280, Routes 101 and 84, and County G5 and G6 (Foothill Expressway and Alma Street). The Palo Alto and Stanford roadway systems remain essentially unchanged since the 1960s, yet overall traffic volumes have been steadily increasing. Intersections are the most constricted part of the network and many are congested during the peak morning and evening travel periods. Some intersection improvements have been made over the years, and a few others are planned. Outside of major new roadway projects proposed in the Sand Hill Road area by Stanford University, no major expansions of the road network are planned. Many of the plans and policies of the City are directed to alternative travel modes to reduce future travel and parking demands.

City of Los Altos

The City of Los Altos is served regionally by I-280; Routes 101, 85 and 82; and County G5 (Foothill Expressway). The City is relatively flat with a roadway network laid out in a grid system. Much of the travel is north-south oriented and carried by arterials within the City, including San Antonio Road, El Monte Avenue, Springer Road, Miramonte Avenue and Grant Road. The downtown area adjacent to Foothill Expressway/Main Street provides commercial uses for the residents of both Los Altos and Los Altos Hills.

County of Santa Clara

The backbone of the County's circulation system is made up of freeways, state routes, expressways and arterials, many of which serve the surrounding communities as described above. The freeway and state route system connect the County to the neighboring counties of San Mateo, Alameda, and Santa Cruz. The County's Congestion Management Program (CMP), administered by the Santa Clara Valley Transportation Authority, provides transportation planning guidance on a countywide basis. The CMP has been developed in accordance with California statute. Although the statute is imprecise the intent is clear - it is intended to reduce congestion through a combination of roadway and transit capital improvements, improved land-use planning, and trip reduction and transportation demand management programs.

Regional Transportation Issues

Although the Town discourages extraneous through traffic, traffic originating from outside of Los Altos Hills has created increasing pressure on the local system. Impacts include cut-through traffic, isolation of Town residents, and noise issues related to Interstate 280.

Cut-Through Traffic

The Page Mill Expressway operates at LOS E to F during the morning and evening peak commute periods due to the high volume of traffic traveling between I-280 and Palo Alto. This traffic also causes congestion at the Arastradero Road/Deer Creek Road intersection during the A.M. peak hour period. During the evening peak hour period the reverse is true. Although Arastradero Road is a through route from I-280 to Palo Alto for commuters, it

is classified as a collector street within Town (serving abutting residential lots, and carrying traffic between neighborhoods and the freeway and Foothill Expressway).

Some cut through traffic is also apparent on some north-south collector or neighborhood connector roads, such as Fremont, Purissima and Elena. Fremont Road in particular offers the potential to avoid congested sections of Arastradero Road and Foothill Expressway at commute hours.

No other significant cut-through traffic has been observed. El Monte Road and Magdalena Avenue extend through Town as necessary arterials between I-280 and Los Altos.

Isolation of Town Residents

The Page Mill Expressway carries high volumes of traffic, particularly during the morning and evening peak commute periods. Access to residential properties using Christopher's Lane and Old Page Mill Road is difficult during these periods. Traffic outbound from Old Page Mill Road is limited to right turns and, although allowed, it is difficult to turn left into or out of Christopher's Lane. Wait times exceed 45 seconds (defined as LOS F). The intersection does not meet traffic signal warrants due to the low volumes to/from the neighborhood. And, installing a traffic signal would back up traffic onto I-280. This LOS F inconsistency with the Town's LOS C standard is noted.

I-280 Widening and Noise

Although there are no current plans to widen I-280, the ever-growing traffic demands in the County and the region may ultimately reach a point that widening the freeway is considered. In the meantime, the Town occasionally receives complaints regarding noise from I-280, particularly from residents of properties abutting the freeway.

Goal C-9

The Town wishes to minimize traffic impacts from present and future activities beyond the control of Los Alto Hills.

Objectives

The policies and implementation measures should result in:

- ✗ Discouraging regional and sub-regional traffic from passing through the Town.
- ✗ Discouraging traffic from using local streets to bypass congested intersections.
- ✗ Promoting the safe use, improvement and maintenance of regional highways.

Policies

- The Town shall work with regional transportation agencies to coordinate roadway planning.
- Los Altos Hills will work with neighboring cities and other agencies to review the environmental impacts of proposed projects, especially in terms of circulation, on the Town. The Town will actively negotiate to reduce those impacts to a level of insignificance.

Implementation Measures

- ✓ Support the efforts of the Metropolitan Transportation Commission (MTC) to coordinate transit planning and transit services for the Mid-Peninsula and the Bay Area.
- ✓ Support efforts by Caltrans and the Santa Clara Valley Transportation Authority Congestion Management Program to reduce congestion and improve traffic flow on freeways. This program should also be used to monitor effects on Town roads from actions by Palo Alto or Los Altos.
- ✓ Establish CEQA thresholds for "significant impacts" of proposed development. This will provide neighboring cities and other agencies with a measure for impacts of projects to Los Altos Hills. In particular, monitor development plans for Stanford lands in Palo Alto and unincorporated County areas.
- ✓ Emphasize the classification of Arastradero Road and Fremont Road as collector streets to provide additional leverage for negotiations as neighboring jurisdictions build out.

- ✓ Work with State (Caltrans) and County officials to increase the capacity of the Page Mill Expressway and I-280/Page Mill Expressway interchange.
- ✓ Explore additional design solutions for the Christopher's Lane and Old Page Mill Road area.
- ✓ Work with the Midpeninsula Regional Open Space District to locate parking facilities on District lands and to minimize the impact on residents of parking for and access to District open space preserves.
- ✓ Encourage better utilization of Deer Creek Road to relieve traffic on Arastradero Road.